

THE SATURDAY REVIEW

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SIXPENCE

Change of Address

ALL COMMUNICATIONS INTENDED FOR THE "SATURDAY REVIEW" SHOULD BE SENT IN FUTURE TO SARACEN'S HEAD, SNOW HILL, LONDON, E.C.1.

IRELAND—"the lovely and the lonely bride whom we have wedded but have never won"—is once more very much in the forefront of the news. What the surgeons called exploratory operations have been taking place this week in Downing Street on the initiative of Mr. De Valera. The President of the Executive Council of Eire, to give him his correct title, is an extremely clever and astute man, and many Englishmen who were inclined to regard him as an Irish or semi-Irish playboy have had reason to change their views. Mr. De Valera does not like us. Why should he? His racial origins are Irish, Spanish and American. But he has turned out to be a practical man fully a match for the less subtle temperaments of English politicians. His new Constitution skilfully balances its appeal. There has been some complaint about the fact that the King's name is not mentioned. Does it matter very much? After all the English Constitution does not mention the King or any one else for very wisely there is "nothing in writing." If Mr. De Valera prefers the title of Eire, however pronounced, let him do so. The implication that the word includes the whole of Ireland need not be taken seriously at present. The Irish Free State was accepted fifteen years ago because it was the correct translation of Saorstáit Éireann, which might also be translated the Irish Republic. No one except Mr. Cordell Hull, who sent an unfortunately worded greeting from the old republic of the West to the new republic of the East, dreamt that the phrase implied that Ireland was one and indivisible. The Irish Free State, as a title, is no more than a phrase which will linger on till peace is restored. Many of us will recall the words of Burke, on the Irish Parliament, "I stood by its cradle, I followed its hearse."

WHAT IS LIKELY to result from these Irish discussions? The time seems ripe for an economic settlement. The affair of the annuities ought to present little difficulty. England claims them, Eire refuses to pay, and England has recouped herself by taxing Irish imports. This is a temporary settlement, but as a permanency wholly unsatisfactory. England is Ireland's best and almost her only market for Irish agricultural produce. Other markets, Spanish and other, have been tried without result. Ireland is and must

remain a predominantly agricultural country, more so than ever since the linen and shipbuilding industries of the North are not what they were. If commonsense is to prevail, we look for an early settlement of such difficulties.

THERE REMAIN two other problems, defence and partition. At present England is financially responsible for the defence of certain vulnerable points on the Irish coast. In other words from the point of view of defence, Ireland is England's vassal. Mr. De Valera has declared that he would never encourage an enemy of England to reach such vulnerable points. Would he be prepared to assist in their defence? Finally, there is the question of Ulster. Mr. De Valera is wisely and prudently against any pressure or compulsion: England would never sanction either. Our attitude is that the two Irelands must agree between themselves. Probably the time is not yet ripe for any move in the direction of unity. But it must be remembered that so small a country as Northern Ireland is not now or likely to be self-supporting, and secondly that the old animosities are dying down, just as the old religious question in English education hardly survives the more tolerant views of the generation now growing up. Irish memories, we are always told, are long, but we may doubt whether the Battle of the Boyne means much more to Ulstermen of thirty or forty than the battle of Prestonpans to us over here. But the end which must be by agreement is not in sight. Something can be done to define the position here and now, and more if both sides recall that old and wise saying that the history of Ireland is for Englishmen to remember and for Irishmen to forget.

THE SINO-JAPANESE WAR has its comic as well as tragic side. Though it has been in progress for over half a year and Japanese armies have penetrated into the greater part of Northern China, officially it seems there is no war at all. The Ambassadors accredited respectively to China and Japan have till this week remained nominally at least at their posts, and are only now being "recalled." Tokio still hesitates to declare war, since that declaration, while permitting its own Navy to exercise a right of search, would immediately cause the closing down of war supplies to itself from the United States and other neutral countries. This hesitation has obviously been a source of considerable irritation to the Japanese Navy, thus deprived of earning its own proper share of the war's "glory." And the Japanese Cabinet having incurred the displeasure of its Admirals is naturally loath to do anything that may disgruntle the Japanese Army. At the same time it must be painfully conscious that the longer

this war that is no war lasts, the greater must be the strain both on its country's resources and on the relations between Japan and other Great Powers. The Japanese army cannot be controlled and all that Tokio can do, as every fresh regrettable international incident occurs, is to offer apologies that have long ceased to have any real meaning. Hence one can understand Tokio's fierce resentment against General Chiang Kai-Shek and the Chinese Central Government for their pertinacious refusal to accept the peace terms offered to them. And so we have the further touch of humour in Prince Konoe's announcement that since China's constituted authority will not make peace, Japan will make it, sooner or later, with her own nominees.

THE PURCHASE OF the so-called Giorgione panels by the National Gallery has called up violent controversy. To the lay observer, it seems highly improbable that Giorgione had anything to do with them, and, even if he had, the price paid would seem to be ridiculous. Such sums should only be paid for those rare pictures which command a consensus of adoration. The truth seems to be that these panels appeal to a very small minority with rebellion in their blood. They may be right, but is it the business of any National Gallery to support rebellion?

A DISCUSSION HAS ARISEN in *The Times* about the pronunciation of Latin and everyone interested in the Classics who hopes to pass on the true essence of a liberal education to the next generation will sympathise with Mr. Lionel Curtis and those who support him in his denunciation of the imbecile pronunciation imposed on schools by the well-meaning Classical Association. It is impossible to suggest that that pronunciation is valid anywhere or at any time except in the schools in which it has become compulsory. To-day Latin is pronounced in this country in a way which is utterly incomprehensible on the Continent. It was equally incomprehensible to a Frenchman or an Italian when it was spoken as if it was English, but in those days every educated person was at least familiar with the language and could swap quotations with a fellow Englishman. To-day the English people have just given up Latin, because it is all so difficult. Father probably quotes Horace in a manner eminently satisfactory to himself and at least remembers some of those enduring lines more permanent than monuments in bronze. The son simply does not understand what papa is talking about. His private schoolmaster has found it so difficult to teach him French that the learning of Latin pronunciation in strict accordance with rules not more sensible than those which regulated Greek accents has become an impossibility. There are fathers keen on the Classics who have been told by preparatory schoolmasters that their sons cannot tackle the all-important task of learning Greek at a reasonable age because it is so difficult to make them learn the proper pronunciation of Latin—as if there was any proper pronunciation of a dead language except the understanding of its niceties of expression.

REJUVENATION BY monkey glands seems to have lost some, at least, of its fascination for those who would, if they could, renew their youth. And perhaps there was something a little ridiculous, if not repellent, in calling in the monkey's aid to help ageing humanity to defeat the onslaughts of time. It might almost appear like redressing the balance of a toppling modernity by a reversal to prehistoric simian affinities. India and the 77-year-old Hindu Congresswallah, Pandit Madan Malaviya, have now pointed out a better and more agreeable way of recapturing the vigour and strength which have passed with the flight of years. The Pandit has gone down to the holy river Ganges and submitted himself to the diet and medicines prescribed by a famous Sanyasi, himself a mere chicken of 172 summers. As a result of ten days' treatment, the Pandit is said to be feeling at least twenty years younger. One may hope, therefore, before long to hear that he has resumed his old political activities and is busy delivering one of those famous orations which also, incidentally, took no account of the flight of time. And with this advertisement of the Sanyasi's powers, who knows but that the Ganges will witness in the near future the inauguration of yet another vast faith-inspired pilgrimage—to a Magh Mela of Rejuvenation.

THE LONDON Film Company has two big productions showing in town this week—*The Divorce of Lady X*, at the Odeon, and *South Riding*, at the London Pavilion. Both are distinguished for the performances given by Ralph Richardson. In the former, adapted from Mr. Wakefield's light comedy, "Counsel's Opinion," he plays the alcoholic young peer to whose wife Laurence Olivier imagines he has lent his bedroom with subsequent, inevitable misunderstandings. Merle Oberon is the young lady to whom he really did lend it, and who allows the barrister to continue to believe that she is the peer's wife instead of the grand-daughter of the judge before whom he practises. The technicolour is very successful, but the plot is very thin. *South Riding* is as heavy as *The Divorce of Lady X* is light. The late Winifred Holtby's book dealt with the decay of the large estates, and the problem of better housing in rural areas. In the picture the machinations of the villains, played by Milton Rosmer and Edmund Gwenn, are so plainly underlined that the film loses touch with reality. Ralph Richardson, as the impoverished, foxhunting young squire is excellent and Edna Best and Marie Lohr are more in keeping with the original.

"BELOVED" at the Arts Theatre Club is a clever little play by Valerie Wyngate. The first act is dull and lifeless until the entry of Joseph Delorme. This character is really alive and Aubrey Dexter gives one of the best interpretations of an old man we have seen. For the rest Frank Leighton and Kathleen O'Regan play with sincerity and understanding.

Leading Articles

THE FRENCH TANGLE

IF the world had realised that British liberty and institutions were not an article for export, it is likely that the last war would not have taken place and Europe would be a far happier place to-day. Unfortunately, many Britons who find that the liberty and institutions into which the nation has grown through centuries of adaptation suit them are convinced that what is good for them must be good for everyone else. They still have not shaken themselves free from that missionary spirit which has so often drenched the world with blood. They will not admit that the human race is divided into many varieties, each giving allegiance to a different notion of freedom and political stability, convinced that they alone possess the truth. A considerable part of the world was converted to the English theory. France, Spain, Italy and many other countries set up Parliaments on the British model. The United States' efforts to adapt our system to their mixed populations and vast area stand as a model of what should be avoided. Russia at least was wise enough to eschew imitation, but unfortunately the brains which took J. S. Mill and Herbert Spencer seriously embraced Karl Marx as gospel, and have succeeded in building at terrible expense Czardom upside down. The historian of the future may well pronounce a verdict of condemnation on the political influence of the British Isles in Europe.

Of all the European countries which have messed about with British political notions, France alone of those nations fully exposed to the ebb and flow of European affairs has preserved the façade of a democracy imitative of our own. It would be hard to find a Frenchman or anyone else who believes that the system works. It never has worked. Just before the war there was a school of Frenchmen who declared that the constitution would be admirable if only there was a complete change of personnel. The general muddle, the perpetual change of Governments, the traditional refusal to balance the budget, were all referred to the contemptible mentality of the men who sat as deputies and senators. A fiery Corsican, in his day a great adventurer in the air, used to declare that if he could only cut off the heads of a thousand politicians his country would be the best-governed country in the world. A number of well-meaning folk tried to change the political personnel by something less drastic than the guillotine. Proportional Representation sounded less brutal, and it might mean the election to Parliament of an entirely

different gang. The parish pump—or village steeple—would take second place to the needs of the State as a whole. Of course, neither the guillotine nor Proportional Representation, nor any other expedient, could remedy the trouble. France is governed as though British ideas of parliamentary representation were universal. As a matter of fact, they become a farce when opinion is split into many groups and when a centralised administrative system converts such politics into a scramble for the loaves and fishes.

A little time ago the stalwart exponents of our insular ideas as the Palladium of liberty throughout the world were much annoyed with France, because the system which they so much admired had provided the Third Republic with governors of whom they did not approve. They were quite shocked at the French desire to maintain such a hold on Germany as would give a prospect of peace for a reasonable time. They have had their way, and Germany has re-armed to plunge the world into a terrific expenditure on armaments, and they have forgotten the day when European war was impossible because there was no one to challenge the powers that at infinite cost of blood and gold had won the victory in 1918. However, our pacifist war-makers have nothing but praise for the French political system which is causing so much trouble. It is probably true that French politicians are no worse than any others, our own for example, but their petty ambitions can cause much more trouble and anxiety, because the French people as a whole have no real understanding of methods borrowed from this perfidious country. Like the Bourbons, politicians have learnt nothing and forgotten nothing. Despised by their electors, they play a game of personalities and shibboleths. In the whole Parliament there is scarcely a genuine Socialist, let alone a Communist. The Frenchman is an individualist to the core. In the authorised biography of Léon Blum, an excuse is made for the ridiculously small number of adherents officially belonging to the Socialist party. Frenchmen, it is explained, are individualists and dislike enrolling themselves in any party: one is left to suppose that these individualists who will not even join a group are Socialists at heart!

Plus ça change, plus c'est la même chose. As things are, it matters nothing to anybody except the people immediately concerned whether MM. Chautemps, Blum, Bonnet or anyone else forms a Cabinet. The politicians will go on performing their antics, until the pressure of events cuts the earth from beneath their feet. Possibly a strong man may arise in Parliament to save the franc, as Poincaré saved it, but if he does not, there will be no revolution. People in this country gape with horror at the idea of an unbalanced budget, particularly those who live on overdrafts at the bank. The Third Republic has lived very happily for many years on unbalanced budgets, and France is really a very rich country. There is always an ample margin for recovery. Yet, if the worst comes to the worst, there will be no Fascism or totalitarian state. As has been often pointed out in these columns, the ghost of Napoleon Bonaparte—the ghost of the great administrator not the

ambition-blinded conqueror—is waiting behind the scenes in the shape of the army, which is the nation in arms, ready to take control in the last extremity.

THE HARD HIGH ROAD

A LITTLE time ago we were all lamenting the decrepitude of our armed strength and the serious loss of our relative strength at sea. The British layman was inclined to think that the state of the Army did not matter so very much as long as decay did not become extreme; that we could make the necessary spurt in the air more or less when we chose; but the bare idea that Britannia might not rule the waves was horrifying. Perhaps the layman was not so very far out in his judgment of values. Certainly sea power is still the foundation of British freedom and security, although the air becomes more and more formidable and vital every minute.

But, having been thoroughly alarmed, the British public have been, perhaps, too easily reassured. They have been told of the great efficiency of our re-armament programme and of the tremendous efforts, not paralleled in peace time, now being made. They have adopted rather casually the comforting doctrine that the British Navy is again equal to any task, however formid-

able, and that our recent progress in the air has outstripped that of other countries. In other words the British public have been inclined to put the cart of hope before the horse of achievement.

Alarmists seldom do much good and, so far as is known, there is no reason to be an alarmist. We are making stupendous efforts and an immense amount of the defensive strength which has been squandered has already been recovered. Yet there are facts and tendencies which, in this most uneasy world, mitigate any sense of opportunist optimism.

It seems certain that a storm will break over the head of the Air Ministry and that the accusations likely to be made are bound to be damaging, however plausible the excuse or cogent the defence put forward from the Government benches. Even Sir Thomas Inskip has admitted delays, difficulties and frustration which sound uncomfortable. As for the Army, the processes of rebuilding and recruiting are, as they were bound to be, slow and unspectacular.

It is when we come to the Navy itself that self-deception might give the greatest shock. Ships are like Rome. They cannot be built in a day. They cannot even be modernised in a day, so that, while the public are entitled to take comfort from the undoubted fact that the processes of naval re-armament have so far surpassed reasonable expectations and that the fleets that we have at sea to-day could give as good an account of themselves as any that sailed before them, it would be foolish to imagine that our sea power has, as yet, been really restored.

It is not even as if we could take account only of the British Navy when we face the various possibilities of world conflicts and ambitions. We have also to reflect on the present condition of the French Navy. It is not encouraging. We have to wonder a great deal about the efficiency of the American navy as a war machine, and about its ambitious programme of construction, which seems to be imminent. We have to balance, as best we can, the fighting value of the Italian navy and the real sea power of Japan. We probably know quite a lot about the German navy and it must be a long time before any of us underestimates the fighting qualities of that race on land or sea.

It would then be even more ridiculous than usual to shout before we are out of the wood or to imagine that those things are finished which have only been begun. It remains true, as Lord Lloyd has pointed out in a recent article, that very real sacrifices and efforts have still to be made by all the peoples and classes of the Empire before we can cling firmly to any sense of settled security. We have not only to build the fleets and the planes and the mechanised army. We have to man them. We have to be ready and at least partially trained to do this job of work. We shall not save our skins in any day of battle by hiring others to do these things for us. It was a long way to Tipperary, but the new road in the new world is likely to be longer still.

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SMILER

IT is very seldom that he does an honest day's work and when he does he takes great care not to exert himself. Very occasionally he will perform an odd job or two, but for the most part he prefers to get his living in his own way. He is a bit of a horse copier and he deals a little at the various markets. But Smiler Davis's main occupation is poaching. He is a clever poacher and no one knows better how to net a rabbit or smoke a pheasant. No man knows exactly the extent of his nefarious activities but it is commonly believed that apart from poaching for himself he also acts as a middleman for all the scallywags of the district.

While P.C. Grimbleton was the village policeman all went well, for he was an amiable and a peaceable man and did not believe in looking for unnecessary trouble. But when he retired on pension a younger, more alert man, was appointed in his place. And then the trouble began.

The real trouble started on a Saturday night. It was about nine o'clock and all the regulars were in the bar parlour of the Green Man. Smiler Davis was there. He had been to market that day and by now was just a little bit unsteady. Smiler is a sensible man and bidding the company "Good-night" he set off for his cottage.

Half-way along the lane he was accosted by P.C. Lord. He returned the constable's greeting cheerfully and as he did so he staggered. The officer peered at him suspiciously. "You're drunk," he said, "get home quietly." Now Smiler very much resents being told that he is drunk and his answer was not in the least polite. The constable repeated his admonition and added that if Smiler did not go he would be arrested. Next moment he received a blow on the jaw which stretched him flat on his back. In an instant he was on his feet and had Smiler in a clutch of iron. Next morning the sinner heard himself sentenced to a month's imprisonment.

The whole village was agog, for while they knew that the constable had acted well within his duty, their sympathies were with Smiler. The Green Man hummed with gossip and the elders who congregated daily outside the shop talked of nothing else. "Do'ee wait till owd Smiler do come out," they said, "'e'll show 'un. Owd Grimbleton 'ouldent a done it. T'es toime 'e were put in 'is place and owd Smiler be the veller ter dew ut."

But Smiler came out a seemingly chastened man. He resumed his former haphazard existence and in due time the affair was forgotten and village life resumed the even tenor of its way. The constable continued to be unpopular for his rule was stern and unrelaxing and he was tireless in his pursuit of petty offenders. But with the passing of the weeks an ambition grew within him and that was to get Smiler either red-handed in the act of poaching or in illegal possession of game.

He took to haunting the roads by the spinnies and coverts and to watching by night near Smiler's cottage. None of these activities bore any fruit however, and he began to think that perhaps the gossips lied and that after all Smiler was a law-abiding man.

P.C. Lord was walking up the village street.

The open door of the Green Man cast a bar of yellow light over the roadway and as the constable drew near he saw a man with a bag on his back step furtively out of the shadows. With one quick glance round the man slipped through the door and disappeared. It was Smiler. The constable chuckled. The man was up to no good.

There was a goodly crowd in the parlour when he entered and Smiler was amongst them. Lord went up to him. "What have you got in that bag?" he demanded. "What bag?" countered Smiler.

Lord gave a quick glance round. There was the bag stuffed underneath the settle and sticking out of the top was the broken tail feather of a pheasant.

"That bag," he shouted, "open it." "Shan't," replied Smiler. "What be in that be my property." "Then I must see for myself," said the officer and went over to the settle.

"Don't you dare touch it," shouted Smiler.

The officer did not heed him. He plunged his hand into the bag and drew out a handful of slimy clay. With an exclamation he hurled it on the floor.

Smiler grinned, "What did I tell 'ee," he said, "that be mine. Now do 'ee scrape it up and put it back. I've got witnesses as saw 'ee take it out. It be vallyable be that clay. Put it back or I'll report 'ee."

The constable, scarlet-faced, realised that he was beaten. Hastily he bent down and scooped the filthy mess back into the bag.

"Drink up chaps," said Smiler, "Reckon I won." And I think he had.

DAN RUSSELL.



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Books of The Day

A FALSE UTOPIA

SOVIET RUSSIA has reason to be disappointed with its ultra-Socialist and Communist visitors. Too many of them have entered this "proletarian" land prepared to find it a country where all their wildest social and political dreams have come true and, after some months or years spent in carefully investigating the Russian experiment, have returned to their homes openly declaring the whole Soviet system a hollow and cruel sham. Somehow the propaganda machinery, so efficient for internal purposes, has failed to work. These foreign enthusiasts had no need of propaganda; they had convinced themselves before ever they arrived on Russian soil that everything was perfect and all they wanted to see was how this perfection was translated into action. Their zeal made them particularly inquisitive about methods and results; it is this unfortunate curiosity which no propaganda could satisfy that has been the cause of so much subsequent disillusionment. Everything has turned out so very different from what was expected. Little wonder that Soviet authority has also begun to suffer from a certain amount of disillusionment regarding its ability to please the foreign doctrinaire. As Mr. Eugene Lyons says in his vividly written illuminating book, "Assignment in Utopia" (Harrap, 15s.), it has learnt "from sad experience that a militantly pro-Soviet diplomat or correspondent was a dangerous gamble. A frankly capitalist representative, without illusions, was at least proof against disillusionment."

Mr. Lyons is a case in point. Coming from a poor home on the East Side of New York, he tells us he thought himself a Socialist as soon as he thought at all. The outbreak of the Russian Revolution in 1917 fired his imagination, and his first essays in journalism were publicity stories for the Workers' Defence Union. Later he was to be defender and biographer of Sacco and Vanzetti, and then for four years he worked for the official Soviet News Agency, Tass. At this stage of his career, though he had not actually joined the Communist Party, his entire social environment was Communist and Soviet. "In a loyalty to the Russian Revolution, which outweighed in my mind all considerations of past friendship or present advantage, I broke relations with most of my old acquaintances who were still in the Socialist Party. Enthusiastically, I contributed my share to the rancour directed against that party. Its members were Mensheviks, Social-Democrats, henchmen of Germany's Scheidemanns and Eberts, and therefore, in Bolshevik and near-Bolshevik eyes, more despicable by far than capitalists. They were deserters, 'renegades.' " It was the United Press that gave him his "assignment to Utopia," and Mr. Lyons says of himself: "If anyone ever went to the Soviet realm with a deep and earnest determination to understand the revolution, to slough off petty detail and dig down to the hard, enduring core

of a great event in human history, it was the newly appointed United Press correspondent."

Mr. Lyons reached Moscow in February, 1928, and he left Russia in January, 1934. In that period he witnessed the transformation of a Marxist revolution into Stalinism, the liquidation of the Trotskyists and kulaks, the collectivisation of agriculture and the inauguration of Five Year Plans; and incidentally also the first three of the carefully staged trials that have roused both the amazement and scepticism of the outside world. It was not till more than a year after his arrival in Russia that Mr. Lyons' ideas on the subject of this "Utopia" began to change. Indeed, as his account of an interview with Stalin in November, 1930, shows, he was even then subject to the influence of favourable impressions. The dictator of the Kremlin, who, by the way, tried to persuade him that he was no dictator, seems to have hypnotised him with his unexpected friendliness and charm, for he writes: "In the years that followed, with ample time to reassay by impressions, I did not change my mind about my essential reaction to Stalin's personality. Even at moments when the behaviour of his *régime* seemed to me most hateful, I retained that liking for Stalin as a human being. I could understand thereafter the devotion to the man held by certain writers of my acquaintance who had come to know him personally."

Much as Mr. Lyons might like Stalin as a man, he could not, as he learnt more and more of "the ruthless system backed by armies and secret services," reconcile himself with the Stalinist *régime* of terror and oppression; and when the time came for him to depart from Russia for good he had, as he says, "the sense of leaving behind me a nation trapped. Trapped physically, with bloodhounds and machine-guns and death sentences guarding the frontiers to prevent people from escaping, with a passport system to prevent them from moving freely inside the frontiers, with endless *ukases* and threats to regulate their existence. Trapped intellectually, with every thought prescribed and mental curiosity punished as a heresy. . . Trapped spiritually, through the need of pretending enthusiasm for the knout, genuflecting to hateful images and practising hypocrisy as the first law of survival." But he had also this one satisfaction: "In the knowledge of the Russian experiment I am able once more to affirm without shame the value of such things as justice, humanness, truth, liberty, intellectual integrity and human dignity. From the Russian mistakes I have drawn the strength to assert that without these things social systems can only be variations on the old injustice." So if he was disillusioned about Russia, his adventure in idealism had brought him to a "rededication" to things far more precious and substantial than the will-o-the-wisp of "Proletarian Dictatorship."

THE BASQUE WAR

To the foreigner who knows little of Spain and the peoples who inhabit it the Civil War in Spain has presented many puzzling problems. One of these was the difficulty of accounting for the rather incomprehensible alliance between Valencia

and the Basques, an independent, deeply religious race, mainly Roman Catholic, who could scarcely be expected, it might have been thought, to have much sympathy with a Red Government that encouraged its troops to assault and massacre nuns and priests and wreck churches. Mr. G. L. Steer, who was the *Times*' correspondent on the Basque front and whose "field study of the Basque War" has just been published under the title "The Tree of Gernika" (with maps and illustrations, Hodder & Stoughton, 12s. 6d.), shows clearly how and why this alliance was brought about and incidentally what little support from their Valencia allies the Basques received in their heroic resistance to General Franco and his Italian and German contingents.

The Basques, Mr. Steer reveals, saw in a close alliance with the Valencia Government the best hope of safeguarding their much prized liberties, and when the Republican Cortes met in Valencia to pass the Statute of Basque Autonomy (in October, 1936, not, as stated by an obvious misprint "October, 1926"), the Basque representative Aguirre, in a speech on the occasion, "barbed for both sides and frank as a Basque could feather it," declared: "We who condemn with all energy (it is all that we can do) the burning of our churches wherever they are burnt, for our faith looks over illimitable horizons, and who condemn the killing of human beings for the sole reason that they have certain opinions and that their political standing is known, in the hope that such acts will not be repeated, we say to you with entire loyalty: Until Fascism is defeated, Basque Nationalism will remain at its post." In other words, though the Basques did not like the burning of Churches and plainly said so, they liked the prospect of a Fascist totalitarian régime for Spain even less, and were prepared to do their part in preventing the success of General Franco. They did, in fact, put up a stiff and prolonged resistance, which was of enormous value to the Valencia Government in that it demobilised for a time a considerable Nationalist force and gave Valencia time to reorganise its own somewhat shaken and ill-equipped armies. Possibly it would not be going too far to say that without this important Basque delaying factor there might never have been a Teruel triumph for Franco's opponents. Be that as it may there can be no doubt on one point: Valencia did precious little to assist the Basques. The aeroplanes it promised never arrived, and without shells for such artillery as they possessed the Basques were forced to rely on the courage and stubbornness of their largely untrained infantry. Mr. Steer pays a high tribute to Basque gallantry and also waxes indignantly sarcastic over the working of Non-Intervention. "Spanish-owned planes, piloted by Spaniards, could," he says, "not pass through France to Bilbao. But foreign planes, not yet painted in Franco's colours, piloted by Germans and Italians, could pass any day from Italy to Seville. The Control was very enthusiastic about its jurisdiction over French airports; but nobody on the Non-Intervention Committee dreamed for one moment of establishing or even suggesting a

control over Italian airports. Such equality of treatment for a democracy and a dictatorship was fantastic."

If Mr. Steer makes no secret of the strength of his sympathies with the Basques or of his contempt for Franco's Italians, his book, for all his partisanship and bias, is both a very valuable and extremely interesting addition to the literature of the Spanish Civil War. It is the first complete account of the war on this northern front and it is remarkable alike for the light it throws on various aspects of the struggle as for the vividness of its descriptions of particular incidents. Take, for example, the realistic impressionism with which he pictures for us all the horror and terror of the Gernika bombardment—a bombardment that left this historic village "a meccano framework. At every window piercing eyes of fire; where every roof had stood wild trailing locks of fire. The meccano framework was trembling, and a wild red disorder was taking the place of its rigid geometry." Miraculously—and perhaps (who knows?) a good omen for the Basques' future—the oak of Basque civil liberty (the famous tree that gives the title to Mr. Steer's book) stood untouched. "The black old trunk, under which, when it flowered, the Catholic Kings promised to respect Basque democracy, stood there, in its mummified death, untouched between thick white pillars. The seats, engraved with the arms of Vizcaya—tree and lurking wolves—where the Señor of Vizcaya took the oath of suzerainty and respect, untouched and green."

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Schools of Hellas

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By

K. J. FREEMAN,

Scholar of Winchester and of Trinity College, Cambridge.

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MACMILLAN

BRITISH HISTORY SINCE PITT

Professor G. M. Trevelyan has of late been busy bringing up to date two of his historical works. A few weeks ago we referred to the new edition of his "History of England." Now we have before us another new edition of a work which was first published fifteen years ago and in which the narrative originally ended with the death of Queen Victoria. As the story has been carried down to just beyond the end of the Great War the title of the book has had to be slightly altered, and it now stands as "British History in the Nineteenth Century and After (1782-1919)" (Longmans, 12s. 6d.).

The aim of the book, as the author explained in his preface, was to present a picture of change and development in a period of years "when things certainly, and probably men and women with them, were undergoing a more rapid change of character than in any previous epoch of our annals," and at the same time to convey "the sense of continuous growth, to show how economic led to social and social to political change, how the political events reacted on the economic and social and how new thoughts and new ideals accompanied or directed the whole complicated process." It was called "British History," because it treated of Britain as the centre of a group of kindred communities and of an Empire in constant growth, and the year 1782 was chosen as the starting point because it permitted the inclusion of the whole career of the younger Pitt "who was, both in date and spirit, the last great statesman of the eighteenth and the first of the nineteenth century."

The four new chapters deal respectively with Balfour's Ministry, the last Liberal Ministry, the End of Isolation—Lansdowne and Grey and War and Peace. Professor Trevelyan institutes some interesting comparisons between the Napoleonic War and the Great War, showing, among other things, how different was the attitude of British statesmen in the two eras towards the "Home Front." In one respect he considers the comparison between the two eras is less favourable to modern times: in the character of the peace dictated to the conquered after victory, France in 1815 being, he says, treated with wise generosity, whereas Germany in 1919 received "vindictive" punishment. This was due to "the increasing atrocity of modern war, in which the Germans took the lead" and which "aroused the deepest passions" and so destroyed the possibility of a reasonable peace. "Nor," says Professor Trevelyan, "was Lloyd George the man to risk his great popularity (at the end of the war) and spend his immense influence in a struggle against the passions of the hour, which always had an undue influence on his susceptible and mercurial mind."

"The spirit of the League of Nations," he holds, "and the spirit of the Treaty of Versailles were utterly incompatible. One would sooner or later undo the other. If Germany had been treated generously and invited into the League as an equal, the League might have flourished and given real peace to the world. Or if, after the Treaty, England, France and America had set about to

remedy what was wrong in the Treaty and to support the League in spirit as well as letter, all might yet have been well. But England alone of the Great Powers gave support to the true spirit of the League and made some effort to remedy the grievances of Germany, particularly as regards Reparations."

The most encouraging feature of the modern age Professor Trevelyan finds in the fact that, "in spite of the frightful handicap of the War and its consequences, the material well-being of the mass of the inhabitants of England is higher than a generation ago; and there is therefore hope that in the end man may use his new powers to make his life fuller and happier than of old. And, in spite of all our country's errors and misfortunes, the world's best hopes still rest on her."

NEW NOVELS

Swift drew a moral from mankind from the Struldbrugs, and Mr. Lawrence Watkin in his first novel, "On Borrowed Time" (Lovat Dickson), does picture some of the drawbacks to humanity resulting from any prolonged interference with the activities of Death. But that is not by way of pointing any moral, but merely for the sake of an artistic finish to his charming fantasy. Nothing could be more delightful than his story of Gramp, the latter's small grandson Pud and Mr. Brink (Death), whom Gramp "fixes" up the apple-tree in his garden so that he can "borrow time" to look after the bringing up of Pud. The author in his preface tells us that he has modelled Gramp on his wife's grandfather and Pud on his own small son. That may account for the fact that both these two characters and their conversations are so charmingly real and convincing. Mr. Brink, of course, secures them both in the end, but there is nothing grim about their passing, since we leave them cheerfully "wisecracking" with Mr. Brink as he conducts them from their earthly plane. A light and happy, entertaining book.

With rare, uncanny skill, Miss Diana Darling touches in for us both the changes wrought by war and the mechanical age in one little corner of Sussex and the traditional influences that had helped through many centuries to shape the character of the locality and of its inhabitants. Her "Main Road" (Hodder & Stoughton) begins with the founding of a Roman camp, switches us into the eighteenth century for a short space, and then brings us down to the pre-war and post-war periods. It is the story chiefly of one family, that of the Squire, his wife and his children, but the whole life of the village is its background. Miss Darling, while giving us a series of excellent pictures and portraits, handles her theme with a delicacy and restraint that are wholly admirable.

Fiction is often closely allied to truth, and in the series of short stories that Senor Manuel Chaves Nogales, the former editor of the Madrid newspaper *Ahora*, has written out of his own experiences of the Spanish Civil War ("And In the Distance A Light . . . ?" translated and edited by L. de Baeza and D. C. F. Harding, Heinemann) there is obviously much more than a mere foundation of fact. The author, indeed, in his preface, stresses this point when he confesses: "I am

telling of things I have seen with brutal frankness. The characters that I am trying to handle as fiction slip from the literary masks I have placed on them and come to life." Here then we have revealed to us some of the stark horrors of this Spanish tragedy by an author who is himself a Spaniard but who is neither a Communist nor a Fascist and whose heart can only bleed over the miserable plight of his beloved country. His frankness may be brutal, but so, too, are the characters and the actions he describes. There is a sincerity and vigour about his tales that, combined with a fine craftsmanship, ensure the reader's interest being held and sustained from one tale to the next.

Miss Mary Pitt has exceptional gifts as the writer of a crime story thriller, and in "Sky-Rocket" (Ivor Nicholson & Watson) she exhibits her talent for characterisation and for presenting an exciting murder mystery. A celebrated film producer is entertaining a party with a firework display in honour of his latest "star." A former "star," now dethroned, contemplates mischief, but before she can carry out her evil intentions is discovered dead in circumstances that at first suggest suicide. Later the suspicion grows that she has been murdered, and of course there are several likely suspects. Then there is a second murder, and the mystery considerably deepens. An excellent tale for the discerning crime fan.

"Hotel Richelieu Murders," by Anita Blackmon (Heinemann), is another clever crime story, with distinctive merits of its own. The author is at great pains to interest her readers in her characters, and she very adroitly conceals her villain to the very end, while laying down a number of false trails. The elderly lady who tells the story with verve and humour reveals indirectly her own kindness and charm in contrast with her forcible personality and her inquisitiveness about other people's affairs.

PUBLISHERS' PLANS

Hutchinson will be bringing out in the near future a biography of Lady Palmerston by Mr. F. E. Bayly.

A new biography of Fanny Burney under the title "Be Loved No More: The Life and Environment of Fanny Burney" is expected from Allen & Unwin next month. The author is Mr. Arthur Tourtelot.

Faber & Faber announce for February Sir Peter Chalmers Mitchell's latest book "My House in Malaga."

Sir Herbert Grierson is following up his Centenary Edition of Sir Walter Scott's Letters with a new life of Scott. This will be published by Constable in the Spring.

From the Cambridge University Press will be coming shortly "Some Political and Social Ideas of English Dissent, 1763-1800," by Mr. Anthony Lincoln.

Faber & Faber announce for February Sir Peter Chalmers Mitchell's latest book "My House in Malaga."

The Oxford University Press will issue next week the treatise prepared under the editorship of Dr. A. E. Dunstan, Professor A. W. Nash, Sir Henry Tizard and Dr. Benjamin T. Brooks, of New York, dealing with the "Science of Petroleum." The work will be published in four volumes and will be copiously illustrated.

Axel Munthe's Classic "The Story of San Michele" (Murray) has been issued in Braille by the National Institute for the Blind. The Institute had already recorded it as a "talking book." Special interest in Mr. Munthe was taken by the blind because of the blindness with which he was himself threatened. His sight has recently been restored as a result of a successful operation.

OTHER NEW BOOKS

"An Economic History of Modern Britain, Vol. III," by J. H. Clapham (Cambridge University Press, 25s.).

"Potemkin," by George Soloveyitchik (Thorn-ton Butterworth, 18s.).

"The Spanish Inquisition," by Cecil Roth (Hale, 12s. 6d.).

"The Charity School Movement," by M. G. Jones (Cambridge University Press, 21s.).

"On the Road with Bertram Mills," by A. Stanley Williamson (Chatto & Windus, 12s. 6d.).

"Jugoslavia, Land of Promise," by Hans Koester (Hale, 7s. 6d.).

FICTION

"Strangers," by Claude Houghton (Collins, 8s. 6d.).

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Round the Empire

UNION ELECTION

THE latest South African papers forecast the probability that the General Election will be held in May next and not in June as was thought previously. The election campaign will be a lightning one and candidates will not have much time in which to canvass their constituencies. The last session of the present Union Parliament starts on February 11, which is a date much later than usual. No estimates, it is anticipated, will be brought forward and the Minister of Finance will probably ask for a six months' vote on account. It is expected that the session will be given mainly to political manoeuvres and tactics, for the Government will not put forward any but the most urgent legislative measures. It seems likely that if the date in May is fixed for the general election, the session of Parliament will be even briefer than was anticipated, for members will be in a hurry to start the election campaign. It is generally expected that the session will be over by the end of March. The new Parliament may possibly meet before the beginning of August. A six months' vote on account will give the Minister of Finance a breathing space up to the end of September, and by that time the new Estimates should have passed through the House. Mr. Havenga is expected to announce a surplus on this year's working of about £3,300,000.

SOUTH AFRICAN HEALTH CONDITIONS

"The health of the European population, both urban and rural, shows on the whole indisputable signs of steady improvement which cannot fail to contribute to their increased capacity and longer life," says Sir Edward Thornton, Secretary for Public Health and Chief Health Officer for the Union, in the report of the Department of Public Health for the year ended June 30, 1937. He then goes on to add: "The health of the non-European population has unfortunately not as yet shared in the same improvement. The rapid elimination of slums which is now in progress in most of the larger centres, the rehousing of these people in clean surroundings and the awakening generally of the European to the fact that his own health and that of his family, as well as the prosperity of industry generally, depend in no small measure on the conditions under which the non-European lives, are bound to result also in a striking advance in the health of the non-European in our urban areas. Much is also being planned to better the economic conditions of life in the native reserves and locations, and a commission has been appointed by the Government to deal with the whole question of farm labourers who are at present most miserably housed and, in many parts of the Union, underfed. The future prosperity of South Africa seems to me to be inextricably bound up with that of its non-European labour supply. The continued expansion of the gold mining industry, of industrial undertakings, and of agriculture, all demand an ever-increasing

supply of healthy labourers. The improving of economic conditions among non-Europeans would do more than any other single measure to ensure that such supply will be forthcoming."

A research which the Union's Health Department is about to initiate with the co-operation of the Provincial Administrations is an urgently needed survey of the nutritional state of the people. In 1938, when most of the new tuberculosis hospitals and clinics will be approaching completion, it is proposed to convene a tuberculosis conference under the auspices of the Department with the object of speeding up the campaign for dealing with the disease. "The adoption of a scheme of national health insurance, such as that recently recommended by the departmental committee of inquiry," states the report, "is one which would make an enormous improvement in the public health of South Africa." Dealing with the proposed adoption of a national scheme of physical education and training, Sir Edward comments: "The methods to be adopted must be physically, psychologically and intellectually harmless and they must be such as not to train champions but to develop the physical fitness of the masses on rational lines."

UNION MOTOR MARATHON

South Africa in 1938 will stage the most arduous motor reliability event held anywhere in the world—the Round-the-Union Trial, which will embrace the Cape-Rand-Cape Trial. It will be sponsored with valuable prize purses by The Cape Town *Argus* and by the *Star*, Johannesburg. The event will be organised by the Metropolitan Motor Cycle and Car Club, of Cape Town, with the assistance of motoring bodies in most of the big centres of the Union. The organisers propose to run the trial from two or three different centres simultaneously—Cape Town, Johannesburg and probably Durban or East London. Depending on the support from competitors and well-wishers the Metropolitan Club will increase its prize purses at its discretion. The ultimate hope is to provide a separate prize purse for each centre from which competitors start, and possibly in addition a national prize for the best performance by any competitor no matter what his home centre.

Sponsored thus handsomely the Round-the-Union Cape-Rand-Cape will arouse the interest of every motorist in South Africa. The results will be followed with keenness overseas as well, for the strenuousness of the Cape-Rand-Cape event since it was initiated in 1934 has brought it world-wide publicity. Expanding now into a Round-the-Union event, this motor marathon will prove an exacting test of men and machines. With the consent of the Administrators of the Cape, the Transvaal, Natal and the Orange Free State, and all Divisional Councils in the Cape en route, the competitors will drive right around the Union during the Easter week-end. They will leave at 5 p.m. on Thursday, April 14th, and they will clock in at their home centres during the evening of Easter Monday. In the interim they will drive 2,500 miles on a circular course in 99 hours and

they will be halted by 99 "controls," both "open" and "secret." They will be required to average 30 miles an hour from point to point, and never to be more than a quarter of a minute late or early on their schedules.

In previous years competitors from as far afield as Johannesburg, Port Elizabeth and East London have entered for the Cape-Rand-Cape trial. To do so they have had to motor all the way to the starting point at Cape Town, and to motor home again from Cape Town after the finish. Now competitors on the Rand at least, and probably in Natal and nearby regions, will be able to start and finish at their home towns, competing against their local rivals as well as against the "field" in other centres. The course will take competitors over the Karoo, through mountain passes, through rivers, drifts and kloofs, over the difficult Transkeian Territory and along the tricky roads of the Cape Province coast.

But the entire route will be kept secret until a day or two before the start of the trial. Competitors will not even receive a hint whether they will drive round the Union in clockwise or anti-clockwise direction. All they will know is that the route will probably embrace most of the following towns: Cape Town, Bloemfontein, Durban, East London, Johannesburg, Kimberley, Maritzburg, Port Elizabeth.

AUSTRALIA'S M.P.'s AND MINISTERS

Discussing the demand made by Commonwealth M.P.'s for higher pay, the *Sydney Bulletin* makes some interesting comparisons between legislative salaries in Australia and other parts of the Empire. "Compared with members of the British House of Commons, who now draw £600 p.a., though they had to get along with £400 p.a. till recently, our Senators and Representatives," it says, "are not badly done by. Their present salary is £950 p.a. Though this is £50 p.a. less than was paid for 11 years, 1920-31, it is £550 p.a. more than members of the first two Commonwealth Parliaments received, and £350 p.a. more than was paid for 13 subsequent years, 1907-1920. Moreover, the Speaker, the President, the Chairman of Committees and the Leader of the Opposition in each House are specially rewarded, and a Public Works Committee has been set up again so that members who fail of election as Ministers, leaders and officers of the House may earn fees. Then every member has a gold pass which will take him over all the publicly-owned or owed-for railways and tramways in Australia and Maoriland, whereas the British M.P. has to be content with a free railway warrant from his electorate to London and back, and that only when Parliament is sitting."

The *Bulletin* goes on to show that the Canberra M.P.'s are better paid than those of South Africa or Canada. As regards Ministerial salaries, it points out that the Commonwealth Constitution provided originally for seven Ministers of State and a maximum salary appropriation for Ministers of £12,000 a year. "The number of Ministers of State was increased to eight in 1915, to nine

in 1917, and to ten in 1935, £1,650 being added to the annual appropriation each time. In addition, the Parliamentary Allowances Act, 1920, granted £800 p.a. to each Minister. This year £15,679 was appropriated for Ministers' salaries, and they collect also the £800 p.a., less 5 per cent. The public is not permitted to know how they cut up the £15,679, but it is taken for granted that the Prime Minister draws more than any of his lieutenants and that the four Assistants who are not Ministers of State are allowed a few hundred pounds apiece from the pool. Canada, with a population half as much again as that of the Commonwealth, pays its Prime Minister \$15,000 p.a. and 14 Ministers with portfolios \$10,000 p.a. in each case plus the sessional allowance of \$4,000. Salaries and sessional allowances were reduced during the depression; for the fiscal year 1936-37 the cut was 5 per cent. The Prime Minister of the South African Union draws £3,500 p.a., and each of his salaried Ministers (there are 10) £2,500 p.a. In Canada and South Africa alike there is only one Minister without portfolio, and no doubt his colleagues throw in something for him.

"One reason why these Canadian and Afrikaner Ministers get more money than Ministers of the Commonwealth is that they do more. For example, Mr. Pirow, the Afrikaner Minister of Defence, is Minister of Railways and Harbours as well. As Minister of Defence, he controls a Permanent Force of 4,000 men, an active Citizen Force consisting of 27 battalions and five brigades of field artillery, and a Rifle Association with 111,000 members, who *have* to learn to shoot if not entered for peace training with other forces (our voluntary rifle clubs, when the last figures were made up, had fewer than 48,000 members). As Minister of Railways, he is responsible to the people for the administration of over 13,000 miles of Government lines, and as Minister of Harbours he is constructing, at the Cape and in Natal, some of the greatest harbour works in progress in the world. Australia has seven Ministers of Railways, six of whom gaze vacantly at, or apologise for, the annual losses on 25,000 miles of State railways. There are besides seven Treasurers, seven Attorneys-General, six Ministers of Works, six Ministers of Lands, six Ministers of Agriculture, six of Education; in fact, six of nearly everything.

"It follows that provincial government costs the Canadians and the Afrikanders a great deal less per head than it costs the people of Australia. Neither of our sister-Dominions supports expensive provincial Government Houses in which members of the British aristocracy run imitation Buckingham Palaces; the nine Canadian provinces have Lieutenant-Governors, and the four South African provinces Administrators, appointed, not in London, but in their own country, by the Governor-General-in-Council. The salaries are modest, and the appointees are nearly always Ministers; the only exceptions are Great War veterans who have been privileged to retain their Great War rank. And, with one exception (Quebec), their local Legislatures are

modest one-Chamber affairs with limited powers—severely limited in South Africa, where ‘all ordinances passed by a provincial council are subject to the veto of the Governor-General-in-Council.’

“The gentlemen at Canberra who want increased remuneration should earn it by shouldering greater responsibilities. Australians wouldn’t object to paying Ministers on the Canadian or South African scale or to giving private members another £100 or £200 a year if the cost of provincial government were lowered to the Canadian or South African scale, the latter for preference. But while the cost of provincial government remains an outrage, and while Commonwealth Ministers and members are content to see State politicians make a hideous mess of things like education and transport which should be national matters, and resort to legalised robbery under the guise of income tax, which should be taken over with education, the people will persist in regarding such Ministers and members as being very well paid at what they get now for what they now do.”

AIR PROGRESS

Only those intimately acquainted with civil air progress can realise the immense amount of detailed work which has to be undertaken prior to the establishment of any new commercial Empire air route, or the opening-up of auxiliary or “feeder” services. Because an aircraft does not require rails like a train, or roads like a commercial motor vehicle, it is often reckoned that, after a load has been put into an aeroplane, a pilot gets into the machine and just flies it to the destination indicated—and that’s that! Those who have to survey, organise, and bring into operation a modern airway only wish that matters could be as simple as that. Actually it is all very different. Take just by way of example the recent change effected by Imperial Airways in connection with their Hong Kong service. In order to take advantage of a shorter route, this service now operates to and from Bangkok, on the main England-Australia route, instead of from Penang as was formerly the case. Such a change might, on the face of it, appear fairly simple. Actually, however, before political questions arising could be settled to the satisfaction of all concerned, and the necessary aerial “rights of way” obtained, it was a matter not of months but of years of patient negotiations. That example is typical of others. First of all, in the scheme for any new airway—and more particularly for any long-distance route passing over different countries—there are political and financial problems to be studied, negotiated, and overcome. Also of great importance—and often of considerable difficulty—are preliminary surveys as to the actual line to be followed by the service. Naturally it must pass over territory suitable from a flying point of view; while it is equally important that it should serve as many centres of population as possible. Then there is the question of arranging for land “dromes” or marine airports. These, of course, must conform to flying needs, from the viewpoint of all-weather

operation. They must also be as near as possible to neighbouring centres of population. And over and above this there are all sorts of questions affecting wireless communication and signalling, the establishment of meteorological services, and the provision of adequate installations of aerodrome lighting.

Of course a big problem concerns the actual type of aircraft which are to operate over any given route, either land-planes or flying-boats. Many factors may have to be considered here—the geographical and climatic nature of the route, the height of aerodromes above sea level, the general nature of the loads that will be forthcoming. All such questions may influence the design of a new fleet of aircraft, affecting the cruising speeds to be scheduled, and the amount of space provided in the interiors of machines for various kinds of pay-load. The organisation and operation of each great trunk route furnishes problems which are peculiar to this particular route, and which have to be studied and grappled with individually. For this reason it is not practicable to take any particular type of aircraft and argue that, because it may be ideal for some specific form of service, it would be equally suitable when operating under different geographical, climatic, and load-carrying conditions. Actually the type of aircraft employed, the speeds maintained, and the general operating questions, have to be governed by the particular nature of whatever trunk route may be under review.

From Australia a report describes how, in the provision of ground equipment for the England-Australia flying-boat service, tenders are to be called for immediately for the marine air-base at Sydney; while work is to be started at once at other Australian airports. From India comes a note describing the excellent impression created at Calcutta by the Imperial Airways flying-boat, the “Cordelia.” It was during her stay at Calcutta, while on a survey flight, that an opportunity was taken for giving short flights to a number of well-known citizens of Calcutta. These passengers all spoke in the highest praise of the speed, comfort, and quietness of this big Empire flying-boat.

CANADA’S SWEET TOOTH

Those who hold a brief for confectionery may be disposed to argue that one of the causes of the virility of Canadians is the fact that they are noted for their sweet tooth. According to the Dominion Bureau of Statistics, the consumption of confectionery in the Dominion amounts to something like 130,000,000 lbs. a year, valued at over £4,000,000. This runs to nearly 12 lbs. of confectionery for every man, woman and child. In addition to the confectionery, Canadians consume 100,000,000 lbs. of biscuits, or nearly 9 lbs. per person. The industries which cater for these tastes are large and long-established. Not only have they to provide for internal demand—in more senses than one—but they have to cater for growing overseas markets. The capital invested in the industries is estimated at something like £8,000,000, the annual value of the production

being actually of a slightly higher figure even than that. The biscuits and confectionery are exported chiefly to the United States, but fair quantities are shipped to this country, as well as to South Africa, New Zealand, Australia, Newfoundland, Bermuda, British Guiana, Barbados, Jamaica, Trinidad and Tobago, the islands of St. Pierre and Miquelon, British India—and China.

Some idea of what this sweet tooth means in the general development of Empire trade may be gathered from an examination of the sources of the various ingredients used: Chicle or sappato gum amounting to 1,018,961 lbs., of which 276,480 lbs. came from British Honduras and 197,715 lbs. from Mexico; cocoa beans amounting to 357,697 cwt., including 93,305 cwt. from the Gold Coast, 35,743 cwt. from Jamaica, 24,693 cwt. from Trinidad and Tobago, 41,703 cwt. from the other British West Indies, 14,106 cwt. from Ceylon, 22,749 cwt. from Brazil, 1,392 cwt. from Venezuela and 573 cwt. from Nigeria; cocoa butter amounting to 3,473,501 lbs., coming mainly from the United Kingdom, but also including 330,690 lbs. from Brazil. Cocoa paste or liquor amounting to 202,713 lbs. and cocoa or chocolate in various forms amounting to 1,116,395 lbs. were the other commodities imported for use in the domestic industry.

NO WHISTLING ALLOWED

When the ocean-going liners pass the Gaspe Peninsula they are not permitted to use their whistle lest the noise should disturb the remarkable bird sanctuary at Perce. The authorities ordain ships may pass as near as is reasonably safe to permit passengers to see these thousands of sea birds congregated there, but the whistle is barred, not merely to save the birds from being startled, but—more important still—to prevent them taking hurried flight and upsetting hundreds of eggs or young birds into the sea. This colony of birds, comprising gannets, gulls, cormorants, auks, murre, puffins, etc., are protected by the laws of both the Quebec and the Federal Governments. Each year in the summer thousands of tourists visit this famous beauty spot to see the cliffs alive with birds.

A MONOPOLY IN GEMS

The outlook for gold mining in Southern Rhodesia, for this year, is distinctly promising. Although, during 1937, the inevitable winnowing of new prospects caused disappointment in some quarters a number have developed into satisfactorily producing mines. It is hardly likely that there will be any sensational happenings on any of the existing large properties but several of the smaller mines that have been developed during 1937 suggest, by their yields, that they will rise in output and join the class of big producers. Interesting negotiations are proceeding between the Government and De Beers. It is expected that the latter will gradually relinquish their monopoly over precious stones in the Colony which they have held since the great Kimberley Diamond Company loaned money to Cecil Rhodes for building his great railway from Cape Colony to the North.

NEW ELECTORAL ROLL

Southern Rhodesia is in the throes of compiling the entirely new electoral roll for the whole Colony, called for by the Electoral Act passed last year. Under the new system claims accepted by the Chief Registering Officer are being entered on a card index that will cover the whole country, and thus prevent duplication.

RHODESIAN TOBACCO

After a rather anxious opening, the tobacco growing season in Southern Rhodesia is in full swing. The "planting rains," expected usually about mid-November, either did not appear or fell only in local showers. Tobacco—which is Rhodesia's principal agricultural crop—is sown under calico screens in seed beds at the end of the dry season and hand-watered. When the summer rains begin, the young plants are set out in the fields. This is a period of intense activity, for the operation must be done at once and over large areas. This year, as the general rains were late, the plants in the seed-beds grew too large for transplanting and had to be destroyed. The growers, however, were not caught napping. Fresh seed-beds were ready with plants of the right size when the rains arrived, and no serious loss has been sustained.

EDUCATION IN CEYLON

One of the leading authorities on education in Ceylon is on a visit to this country to exchange views with experts here on the various aspects of juvenile training. He is Mr. H. S. Perera, M.A., Principal of the Government Training College in Colombo through whose hands pass the principal teachers for the five thousand schools with which the Island is now equipped. "I have," he said to an interviewer, "gained a considerable insight into the methods employed here in respect of elementary and secondary as well as vocational training and I am taking back to Ceylon some useful ideas. I cannot help, however, being impressed by the similarity between the education system in the Island and in this country. It is true that it was in the first place largely modelled on British standards, but that we have been able, despite very many difficulties, to keep pace with the evolution of the British system speaks, I think, well for the adaptability of Ceylon and of the future that lies ahead of its younger generation. One thing that we must watch when we are planning the curricula for our schools is that nothing that will be useless to the child in after life shall be taught. There is, in my humble opinion, taking European educational systems as a whole, too much of what I might call dead material which clogs the natural channels of individual aspiration. From the very beginning of a child's education every care is taken to see that the calling for which he shows a natural bent shall be catered for and Ceylon realises that the education of the children is an over-riding consideration, particularly in view of the great political and economic responsibilities which have been imposed on Ceylon by the new Constitution."

Letters to the Editor

RELATIONS WITH ITALY

Sir,—I think there is much sound sense in Mr. Harker's arguments in his letter to you in your last issue.

It does seem idiotic to refuse to recognise Italy's conquest of Abyssinia when nothing can be done—short of going to war—to restore Abyssinia to its former Emperor. How many years must elapse before a *fait accompli* is internationally recognised?

Mussolini is a realist, if he is also a great bluffer. It looks as if he has made up his mind that he will give us the maximum of trouble and anxiety till we realise Abyssinia is not worth risking the peace of the Empire. This Italian broadcasting to Palestine and this flirting on Mussolini's part with the idea of championing the cause of Islam are merely intended as an indication that Italy's friendship may be worth winning; and so it undoubtedly is.

Let us follow the other realist's example—that of Mr. De Valera—and acknowledge the existence of Italy's new African Empire. Then we shall have secured another ally to the cause of world peace.

Gloucester.

J. R. RANKIN.

MEDICAL FADS

Sir,—With reference to your remark in your issue dated the 15th that "doctors, like lesser men, are subject to fads" doubtless many of your readers, like myself, have been struck by the fact that the ever-increasing specialisation in the medical profession has produced the (perhaps inevitable) tendency among certain of our more famous physicians and surgeons to prescribe the same operative and medical treatment to all who come to them. They are specialists in one form of remedy and are only too eager to resort to it on every possible occasion.

It would appear as if this specialisation was being carried much too far, and the trouble is that the general public, hypnotised by the idea of specialisation, is far too ready to discount the opinions of the average G.P. and to fly, on the slightest provocation, to the specialist. This in turn has produced a certain amount of diffidence in the G.P., and led him not to think for himself, but to hand on the responsibility of any troublesome case to the man who claims to have made a particular study of a particular malady or disease.

I am not saying that the specialist is not needed, or that he does not do excellent work in cases that require his specialised knowledge. But we do seem in some danger of encouraging the growth of an undue number of faddists in our midst.

Richmond.

H.S.J.

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General Managers; A. W. TUKE, W. O. STEVENSON, N. S. JONES.
Foreign General Manager; B. J. FOSTER.

Statement of Accounts

31st December, 1937

LIABILITIES

Current, Deposit and other Accounts, including Reserve for Taxation and Contingencies and Balance of Profit and Loss	£	£
Balances in Account with Subsidiary Banks	421,115,001	
	13,530,322	434,645,323
Acceptances and Endorsements, etc., for account of Customers		8,532,516
Paid-up Capital		15,858,217
Reserve Fund		10,750,000

ASSETS

Cash in hand and with the Bank of England	54,839,825
Balances with other British Banks and Cheques in course of collection	15,943,494
Money at Call and Short Notice	27,068,850
Bills Discounted	50,362,681
Investments	102,423,395
Investments in Subsidiary Banks (at cost, less amounts written off):—	
The British Linen Bank—£1,240,000 10s. Stock	3,720,182
The Union Bank of Manchester Limited—200,000 Shares of £5 each, £2 10s. paid	750,000
Other Banks—including fully paid Shares and 500,000 "B" Shares of £3 each, £1 per Share paid up	
in Barclays Bank (Dominion, Colonial and Overseas) and 1,000,000 Shares of £1 each, 5s. per share paid up,	
in Barclays Bank (France) Limited	2,490,362
Advances to Customers and other Accounts	196,264,896
Liability of Customers for Acceptances and Endorsements, etc.	8,532,516
Bank Premises and Adjoining Properties (at cost, less amounts written off)	7,381,885

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Your Investments

GILT-EDGED MARKET STRENGTH

EXCESSIVE strength of the gilt-edged market nowadays is a bad sign. The £10,000,000 Canadian loan issue in the form of 3½ per cent. stock 1958-63 which has made its appearance this week can hardly make any serious inroads into the abundant supplies of funds awaiting investment. It is significant that the market will only accept gilt-edged issues at the moment and these appear to be at wholly unattractive prices. Canadian issues are comparatively rare in London, the Dominion more frequently finding her financial requirements in the U.S.A. But her credit should surely not be on better terms than that of Australia whose record in recent years is far superior to that of Canada whose provincial finances give cause for serious misgiving. The yield on the new Canadian stock is only £3 6s. per cent. and the £3 12s. 6d. per cent. available on the shorter-dated Australia 3½ per cent. 1951-54 is far more attractive to the ordinary investor.

Demand for British Government stocks in the past few weeks has not only reflected conditions regarded as less favourable at home; it has also been due to the disturbed situation in France and a considerable amount of panic money has found its way into this country, a most undesirable development.

BRAZIL TRACTION

Since the suspension of effective dealings in the Rio Exchange Brazilian Traction Light and Power Common stock has been a weak market down to \$10, on the belief that the operating utility companies in Brazil would be unable to remit their earnings to the parent company. Now, however, the company states that the decree "blocking" milreis balances in Brazil applies only to balances arising out of commercial transactions and in no way adversely affects the company or its subsidiaries. Though conditions in Brazil at the moment are not ideal for the profitable working of the subsidiaries, there is every prospect that they should be able to earn dividends for the parent company. Last year "Traccies" paid one dollar on the common stock and at 12 this gives the good yield of over 8½ per cent.

CHEAP RAILWAY STOCKS

Nervousness as to the higher costs which the four British Railways have had to meet in the latter half of 1937 has produced an extraordinary change of opinion as to dividend prospects. The dividends will not be declared until the second week in February but before then some substantial recovery in the stocks seems likely. At the close of last account there was a rally suggestive of covering of short sales and if there is any substantial Bear position then satisfactory dividends would bring a sharp rise in the stocks. There seems every likelihood that L.M.S. will get

2 per cent. on the ordinary stock and the position of the other ordinary stocks has also been previously dealt with in this column. In any event, the yield of 6 per cent. on Southern 5 per cent. preferred seems absurdly high, as also does the £5 17s. per cent. on L.M.S. 1923 L.N.E.R. 1st 4 per cent. preference at 97 is also attractive. It gives a return of £4 3s. 6d., and though not a trustee security, is in every way a thoroughly sound investment.

AIRCRAFT ATTRACTIONS

It is now possible to separate the sheep from the goats in the list of aircraft manufacturing shares available to the investor. The sound shares look very attractive as the industry has undoubtedly come to stay and there seems little chance of any shrinkage in orders by the Government for new 'planes—rather the reverse. Recent profit declarations by the companies have been highly satisfactory and the shares look attractive. De Havilland at 40s. give a return of 6½ per cent., and though a larger amount of capital ranks for dividend this year, there should be no difficulty in maintaining the rate. Hawker Siddeley are more speculative, but nevertheless promise well at 26s. 6d. Handley Page and Bristol appear fully valued for the moment though the latter are the soundest share in the list. Fairey 10s. shares at £1 give 6½ per cent. tax-free and appear moderately priced.

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Managing Director: FREDERICK HYDE

Statement of Accounts, Dec. 31, 1937

LIABILITIES		£
Capital paid up	...	15,152,811
Reserve Fund	...	12,404,799
Current, Deposit and other Accounts	...	497,796,590
Acceptances and Confirmed Credits	...	12,079,911
Engagements	...	8,650,035
ASSETS		
Coin, Notes & Balances with Bank of England	53,968,247	
Balances with, and Cheques on other Banks	18,700,856	
Money at Call and Short Notice	25,449,442	
Investments at or under market value	117,386,191	
Bills Discounted	30,625,876	
British Treasury Bills	52,532,678	
Advances to Customers and other Accounts	208,198,218	
Liabilities of Customers for Acceptances, Confirmed Credits and Engagements	20,729,946	
Bank Premises at Head Office and Branches	8,837,516	
Other Properties and work in progress for extension of the business	843,533	
Shares in Yorkshire Penny Bank Ltd.	937,500	
Capital, Reserve and Unutilised Profits of:		
Belfast Banking Co. Ltd.	1,755,707	
The Clydesdale Bank Ltd.	3,141,173	
North of Scotland Bank Ltd.	2,540,326	
Midland Bank Executor and Trustee Co. Ltd.	436,937	

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THE NATIONAL Review

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January, 1938

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The Crux in South-East Europe

By PROFESSOR F. W. FOERSTER

The Proposed Agreement with the U.S.A.

By ANGLO-AMERICAN

"Back to the Army Again"

By GEN. SIR HERBERT BRYAN, K.B.E., C.M.G., D.S.O.

Aerial Warfare By LIEUT.-COL. A. B. N. CHURCHILL

China's Fighting Forces By J. O. P. BLAND

Jews in Germany, 1837 By LEONARD G. MONTEFIORE

Poem: Autumn in the West By J. MORICE

Grass Land in the Highlands By IAN MACPHERSON

The Aboriginal and Backward Peoples of India

By V. S. SWAMINATHAN

John Stokes's American Diary By F. A. RICE

The Last Cup By MISS ISOBEL LOWMAN

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